

Multimodal District Plan
for the
Reston Town Center
Transit Station Area
Phase 2 Submission



A Fairfax County,
Virginia Publication

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Review/Summary of the Multimodal System Plan

The following is an excerpt from the “Fairfax County Methodology for Developing a Multimodal System Plan”, a document that articulates how, using the DRPT Guidelines (October 2013), to create a multimodal system plan that would ultimately allow the application of VDOT’s Road Design Manual Appendix B (2) “Multimodal Design Standards for Mixed Use Centers” for certain areas within Fairfax County. The entire methodology document was included as an attachment in our previous submissions to date, however the following is provided as a summary of the process:

Multimodal System Plan Defined: According to DRPT, a Multimodal System Plan for a local jurisdiction is “an integrated land use and multimodal transportation plan that shows the key Multimodal Districts, Centers and Multimodal Corridors in a region and ensures that there is a connected circulation network for all travel modes. Such a plan can either be done “from scratch” or, more often, by assembling all of the existing land use and transportation plans into a unified whole.” Fairfax County has taken the later approach because the Comprehensive Plan includes recommendations for multimodal transportation components. Furthermore, the county’s Comprehensive Plan is reviewed regularly, and Plan amendments and land use studies are supported by transportation planning analysis in accordance with state and federal requirements.

Fairfax County’s Multimodal System Plan: The Multimodal System Plan is comprised of both countywide and activity center level components. The countywide components include a **Countywide Multimodal Corridor Map** that displays the connectivity and modes between activity centers, and a **Countywide Multimodal System Plan Map** that assembles all of the modal networks onto one map. The Multimodal Corridor Map will include supporting tables listing the roadways using DRPT classifications for each core area. The activity center level components consist of the **Multimodal District Plans for Fairfax County Activity Centers**. Each Multimodal District Plan will delineate the boundaries of where the standards apply, reclassify roadways using DRPT categories, and identify modal emphasis. They also will contain the supporting documentation for District and Core classifications for each activity center. Both the county-wide and activity center level documents and maps will be submitted to VDOT for review and approval and, collectively, will comprise the county’s Multimodal System Plan. The Guidelines identify five steps that local jurisdictions can follow in developing a Multimodal Systems Plan. This document describes how Fairfax County approached each of the five steps.

VDOT Submittal Process: It was mutually determined by Fairfax County, VDOT and DRPT that the submittal process for VDOT to review and approve each Multimodal District Plan will be broken into two phases:

Phase I Submittal: Steps 1 – 5

The Phase I Submittal package includes:

- A. A narrative describing the Multimodal District and Center
- B. Calculations showing how the Activity Density Classification is derived. For the Reston Transit Station Areas, the areas planned for transit station mixed use and residential mixed use are classified as a P6 multimodal center type. According to Guidelines, this is the most urban center type in terms of planned density and intensity of land uses.

- C. *Series of maps showing the existing and future transportation network, including pedestrian, bicycle, transit connectivity*
- D. *Chart listing DRPT functional classification of each street in the District*
- E. *Chart listing the modal emphasis (pedestrian, bicycle, transit, parking, green) for each street*

Phase II Submittal: Step 6

- A. *Cross sections for each street in the District (excluding local streets)*

Fairfax County is to submit each application directly to VDOT who will distribute the package to VDOT staff as well as DRPT with a 60-day review window. Each Phase I application is to be submitted and approved prior to the submittal of Phase II.

Special Submittal Process for Reston Transit Station Areas (TSA): *An interim process is envisioned for activity centers subject to immediate development pressure where cross-sections guidance is not a component of the Comprehensive Plan or other Board of Supervisors' adopted documents. Due to the immediate need for a Multimodal District Plan for the three Reston Transit Station Areas as a result of an influx of new development centered on the Metro Silver Line, a hybrid process was mutually agreed upon by VDOT and Fairfax County.*

The three Multimodal Districts where this process will be used include:

- *Wiehle-Reston East TSA*
- *Reston Town Center TSA*
- *Herndon-Monroe TSA*

Phase II Interim Submittal (Reston)

This alternative process will allow the county to utilize 'optimal complete street' cross sections in the interim when a large number of development applications are expected, while the final cross sections are reviewed and approved by the county. The county will recommend that all transportation modes serve as primary elements and therefore the optimal cross sections shown in the DRPT Guidelines will apply. In some cases, these optimal cross sections require a significant amount of right-of-way for wide sidewalks, on-street parking, bicycles lanes, etc. If a developer cannot meet the standard, a waiver(s) will be required.

Phase II Final Submittal (Reston)

The county will work with Reston land owners, developers, and other stakeholders to develop cross sections with guidance from the DRPT guidelines. The Phase II Final Submittal will include the final roadway cross sections based on this further analysis of stakeholder input, prioritization of the modes, and right-of-way availability.

Summary of the Reston Transit Station Areas Submission:

In accordance with the process outlined above, the County has completed the Phase I Submittals for the Wiehle-Reston East TSA and the Reston Town Center TSA. The Herndon-Monroe TSA Phase I Submittal is

anticipated to be submitted for review in the coming months. VDOT has approved these two Phase I Submittals and authorized us to proceed with the Phase II Submittals. Our intention is to combine the Phase II Submittals for all three Reston/Herndon Transit Station Areas into one packet given most of the information is similar.

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Phase II Submittal (Reston) - The submission includes the following information pertaining to cross sections and dimensions for the existing roadways with the Reston Transit Station Areas:

- **Multimodal District Map** depicting the boundaries of each Transit Station Area, core area of development highlighted in pink, the $\frac{1}{4}$ and $\frac{1}{2}$ walksheds from the Metrorail station, and the transect zone areas with the district. This map was included in the Phase I Submittal.
- **Multimodal District Table** listing all the roadways within the district, the VDOT Functional Classification, the DRPT Classification and the Modal Emphasis included in the Phase I submissions, and the optimal dimensions for the various roadway and streetscape elements based on the DRPT Classification and taken from the corresponding DRPT Multimodal System Design Guidelines Appendix A: Corridor Matrix. The table also contains a Reference # that corresponds to a graphic depiction of the roadway and streetscape elements for each roadway as defined in the Multimodal District Table. These depictions can be found as Appendix I of this document.
- **Appendix I: Cross Sections** representing a graphic depiction of the roadway and streetscape elements for each roadway as defined in the Multimodal District Table based on DRPT Classification and the Modal Emphasis.
- **Appendix II: (DRAFT) Waiver Request Form:** In some cases, the optimal cross sections require a significant amount of right-of-way for the roadways and streetscape dimension or there are existing site constraints that would limit the dimensions for these elements. If these standards could not be met, a waiver will be required. This form was created based on the cover sheet provided on Tysons street standards waivers currently submitted by developers/land owners.

Multimodal District Maps & Tables:

The **Multimodal District Map** depicts the boundaries of each Transit Station Area, core area of development highlighted in pink, the ¼-mile and ½-mile walksheds from the Metrorail station, and the transect zone areas with the district.

The **Multimodal District Table** lists all the existing roadways within the district, the VDOT Functional Classification, the DRPT Classification and the Modal Emphasis included in the Phase I submissions, and the optimal dimensions for the various roadway and streetscape elements based on the DRPT Classification and taken from the corresponding DRPT Multimodal System Design Guidelines Appendix A: Corridor Matrix. The table also contains a Reference # that corresponds to a graphic depiction of the roadway and streetscape elements for each roadway as defined in the Multimodal District Table. These depictions can be found as Appendix I of this document.



Ref #	Name	From	To	VDOT Functional Classification	DRPT Classification	Modal Emphasis	Bldg Zone ^b	Sidewalk	LAP	Curb/Gutter ^a	Parking	Bike Lane ^e	Travel Lane	CG + shy OR CL Stripe	Median ^f
N/A	Dulles Toll Road	Entirety	N/A	Expresssway	Through Corridor	N/A (limited access)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
T1	Fairfax County Parkway	Sunrise Valley Drive	Baron Cameron Avenue	Principal Arterial	Through Corridor ^a	Bicycle, Pedestrian, Transit, Median	15-25	14 ^c	7.5	2.5	--	--	11	1.5	18
B1	Baron Cameron Avenue	Fairfax County Parkway	Reston Parkway	Minor Arterial	Boulevard	Bicycle, Pedestrian, Transit, Median	5	10	8	2.5	--	5	11	1.5	18
M1	Reston Parkway	South Lakes Drive	Baron Cameron Avenue	Minor Arterial	Major Avenue	Bicycle, Pedestrian, Transit, Median	7	9	7	2.5	--	5	11	1.5	18
	Sunset Hills Road	Fairfax County Parkway	District Border	Minor Arterial											
A2	New Dominion Parkway	Fairfax County Parkway	Reston Parkway	Minor Arterial	Avenue	Bicycle, Pedestrian, Transit, Median	8	8 (T6) 7 (T5)	7	2.5	--	5	11	1.5	18
	South Lakes Drive	Pinecrest Road	Reston Parkway	Major Collector											
	South Lakes Drive	Sunrise Valley Drive	Pinecrest Road	Local											
	Sunrise Valley Drive	Fairfax County Parkway	District Border	Minor Arterial											
	Town Center Drive	New Dominion Parkway	Town Center Parkway	Local											
	Town Center Parkway	Sunset Hills Road	Baron Cameron Avenue	Major Collector											
A5	Bowman Towne Drive	Town Center Parkway	Reston Parkway	Local	Avenue	Bicycle, Pedestrian, Transit	8	8 (T6) 7 (T5)	7	2.5	--	5	11	1	--
	Edmund Halley Drive	Entirety	N/A	Local											
	Fountain Drive	New Dominion Parkway	Baron Cameron Avenue	Major Collector											
	Old Reston Avenue	District Border	Temporary Road	Major Collector											
	Temporary Road	Reston Parkway	Old Reston Avenue	Major Collector											
A6	Bluemont Way	Reston Parkway	Town Center Parkway	Major Collector	Avenue	Pedestrian, Transit	8	8 (T6) 7 (T5)	7	2.5	--	--	11	1	--
L2	Cameron Glen Drive	Entirety	N/A	Local	Local	Pedestrian, Parking	8	6	7	2.5	8 ^d	--	11	1	--
	Crescent Park Drive	Town Center Parkway	New Dominion Parkway	Local											
	Helmsley Drive	Entirety	N/A	Local											
	Discovery Street	Entirety	N/A	Local											
	Freedom Drive	Entirety	N/A	Local											
	Library Street	Entirety	N/A	Local											
	Market Street	Entirety	N/A	Local											
	Mercator Drive	Entirety	N/A	Local											
	Presidents Street	Entirety	N/A	Local											
	Saint Francis Street	Entirety	N/A	Local											
	Spectrum Center	Entirety	N/A	Local											

Ref #	Name	From	To	VDOT Functional Classification	DRPT Classification	Modal Emphasis
L4	Explorer Street	Entirety	N/A	Local	Local	Pedestrian, Transit
L5	Abington Hall Place	Entirety	N/A	Local		
	Blue Flint Court	Entirety	N/A	Local		
	Bowman Towne Court	Entirety	N/A	Local		
	Chapel Hill Drive	Entirety	N/A	Local		
	Dorrance Court	Entirety	N/A	Local	Local	Pedestrian
	Edgemere Circle	Entirety	N/A	Local		
	Edgewater Pond Drive	Entirety	N/A	Local		
	Fountain Drive	Freedom Drive	New Dominion Parkway	Local		
	Kemble Court	Entirety	N/A	Local		
	Kinsley Court	Entirety	N/A	Local		
	Lake Shore Crest Drive	Entirety	N/A	Local		
	Logan Manor Drive	Entirety	N/A	Local		
	Random Stone Court	Entirety	N/A	Local		
	Taliesin Place	Entirety	N/A	Local		
	Trumbull Way	Entirety	N/A	Local		
	Tryton Way	Entirety	N/A	Local		

Appendix I: Cross Sections

The following Cross Sections represent a graphic depiction of the roadway and streetscape elements for each roadway as defined in the Multimodal District Tables for the Wiehle-Reston East, Reston Town Center, and Herndon-Monroe Transit Station Areas. The cross sections are based on the DRPT Classification and the Modal Emphasis.

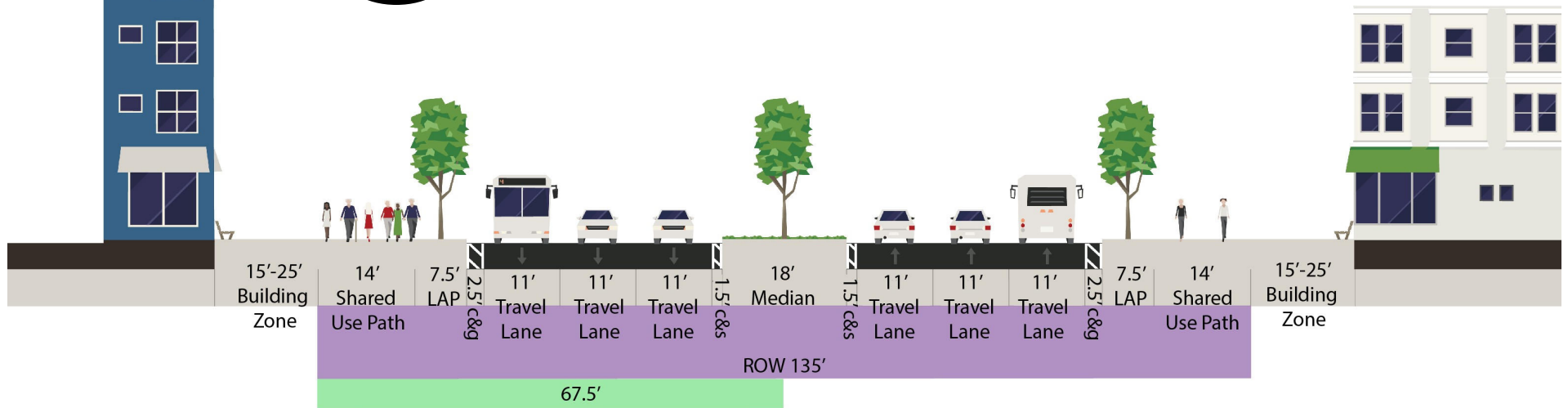
CHART NOTES:

^e
Bike lane width varies depending on if on-street parking is provided or not. Bike lane widths do not include the width of the gutter pan; dimensions provided reflect assumption for on-street parking and assume a gutter pan is provided

Median widths are measured from back-of-curb to back-of-curb. Median widths do not include the width of the curb or the shy distance

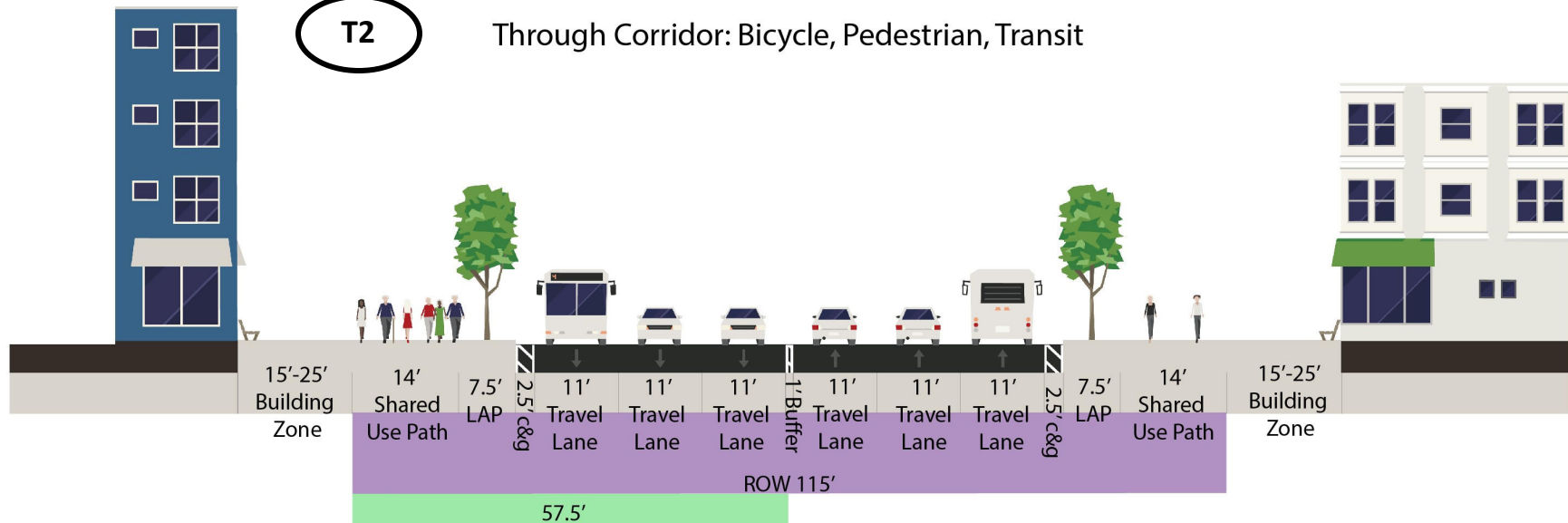
T1

Through Corridor: Bicycle, Pedestrian, Transit, Median



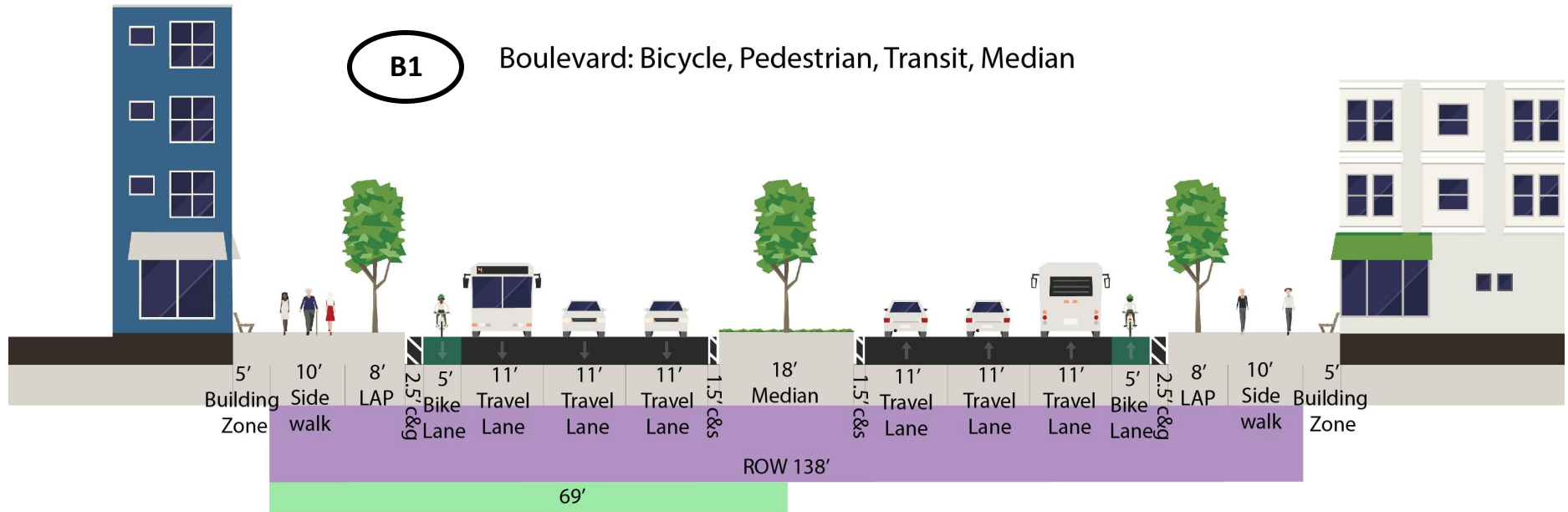
T2

Through Corridor: Bicycle, Pedestrian, Transit



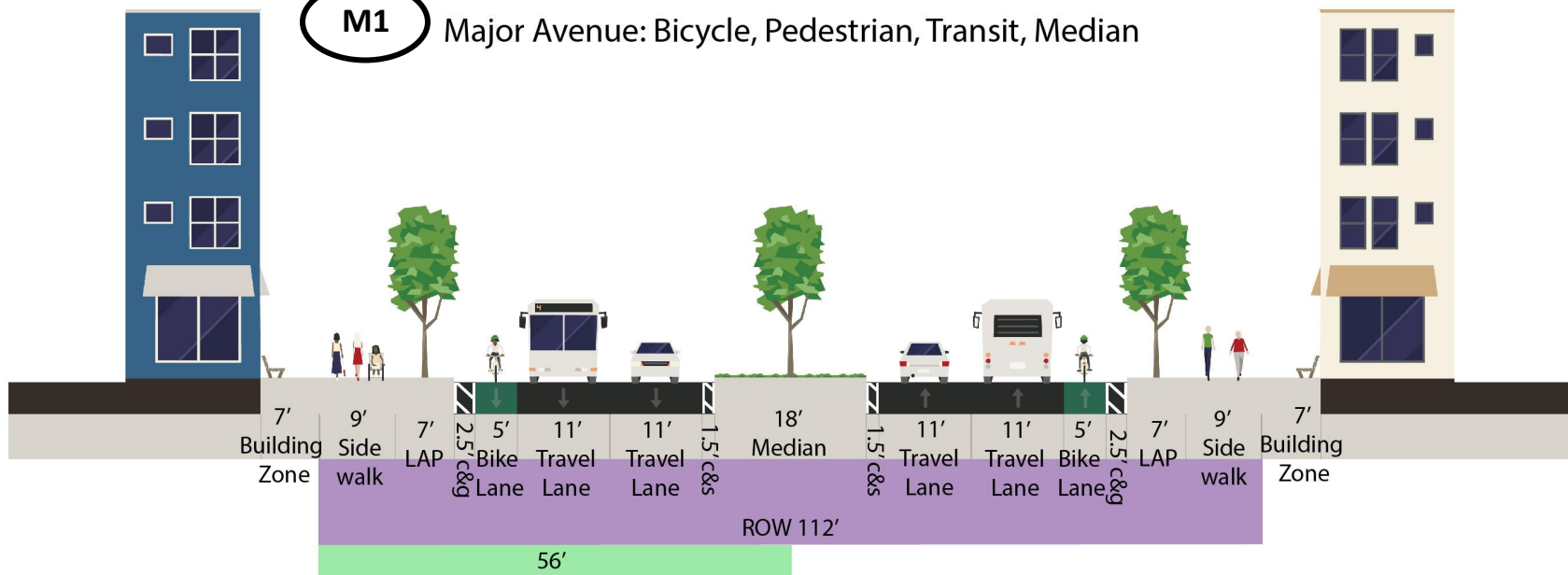
B1

Boulevard: Bicycle, Pedestrian, Transit, Median



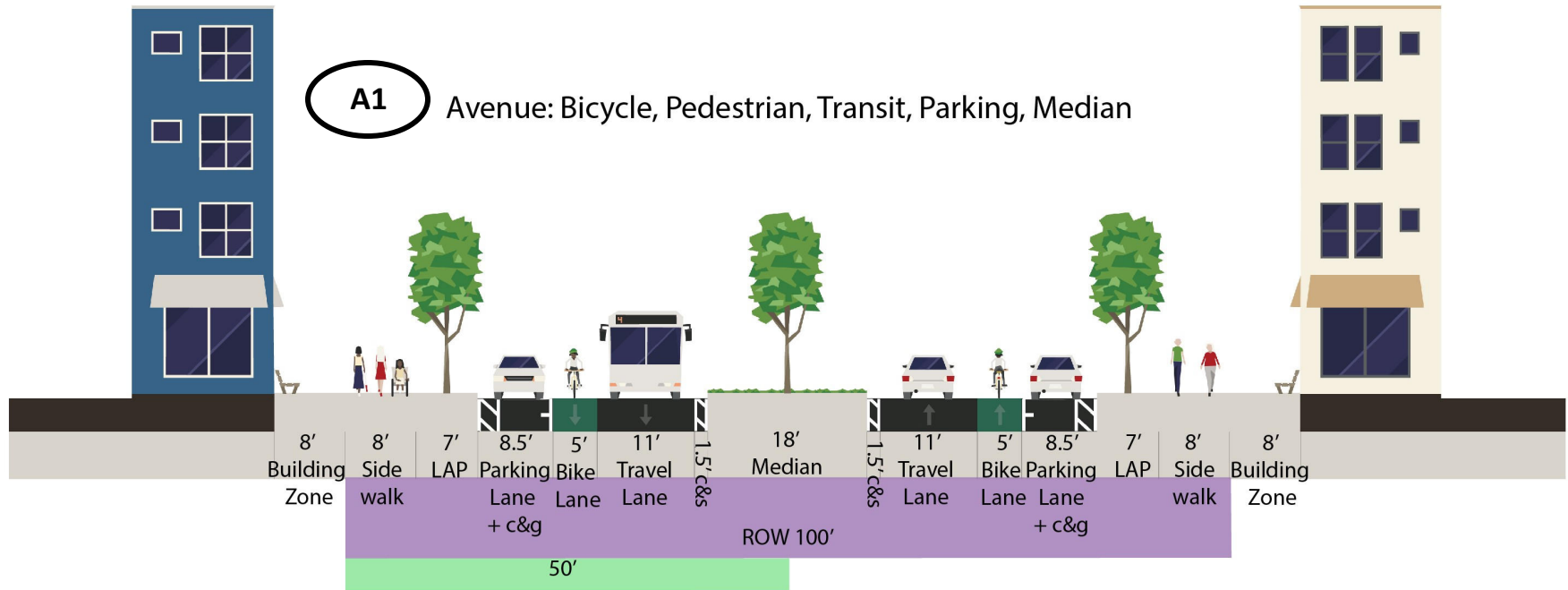
M1

Major Avenue: Bicycle, Pedestrian, Transit, Median



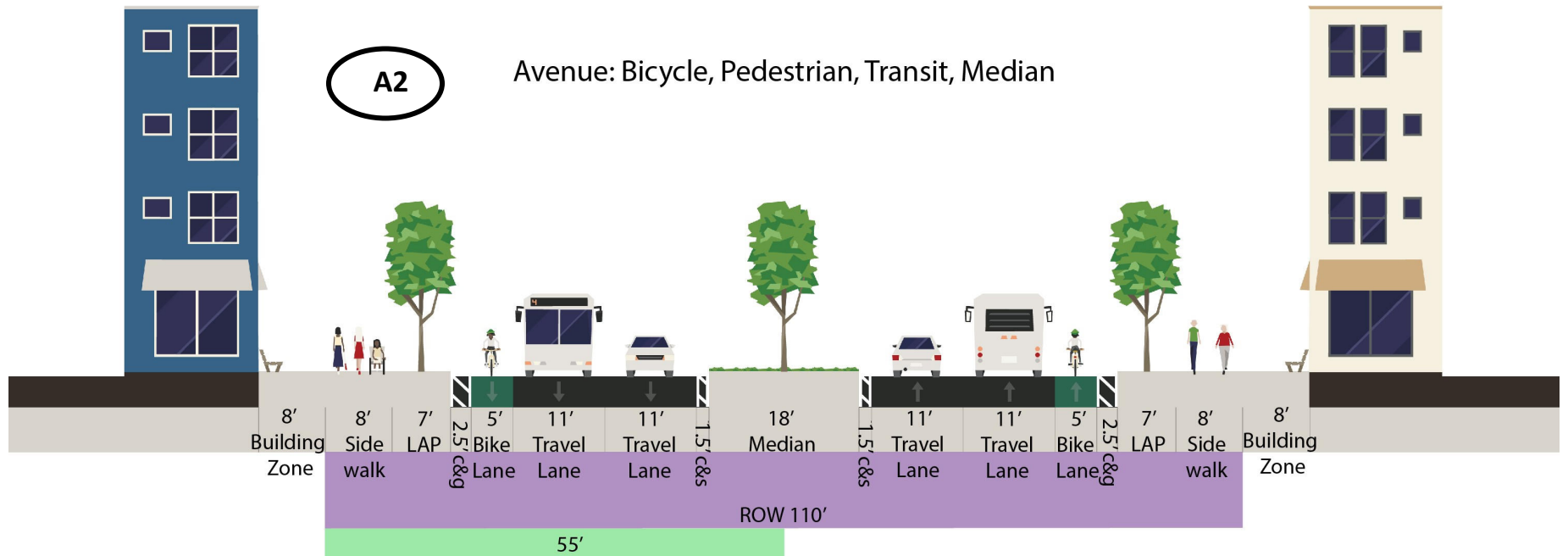
A1

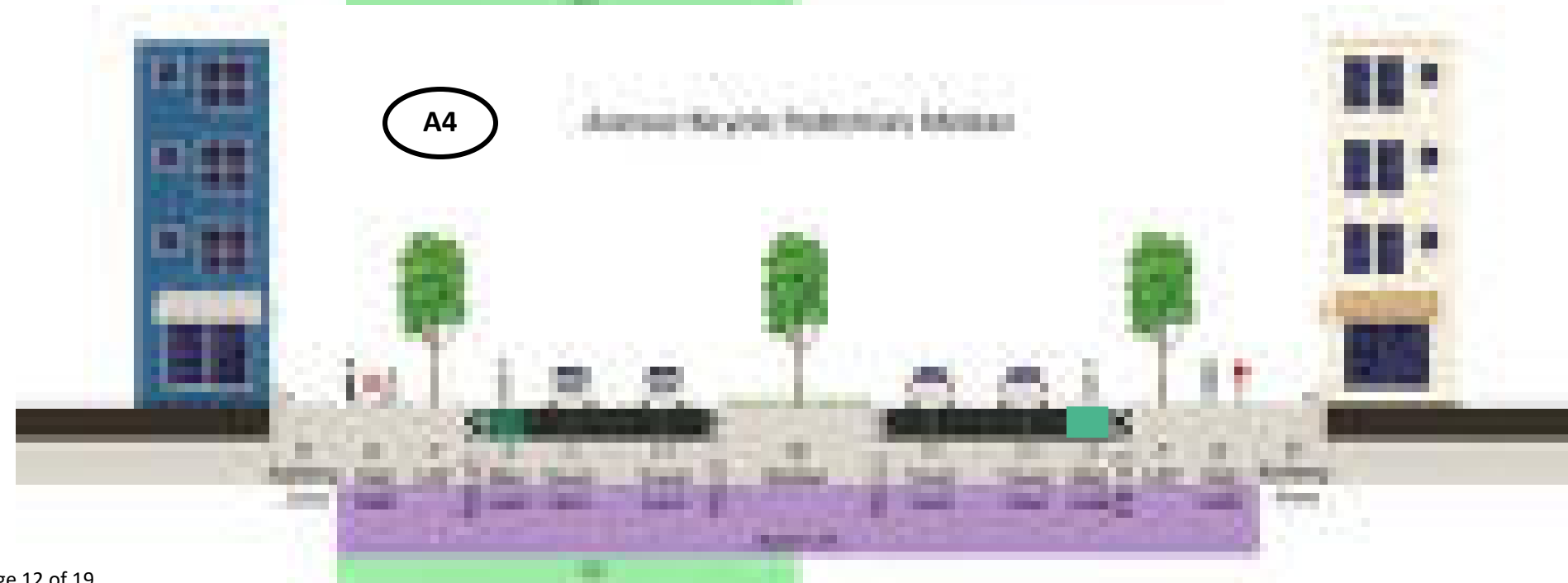
Avenue: Bicycle, Pedestrian, Transit, Parking, Median



A2

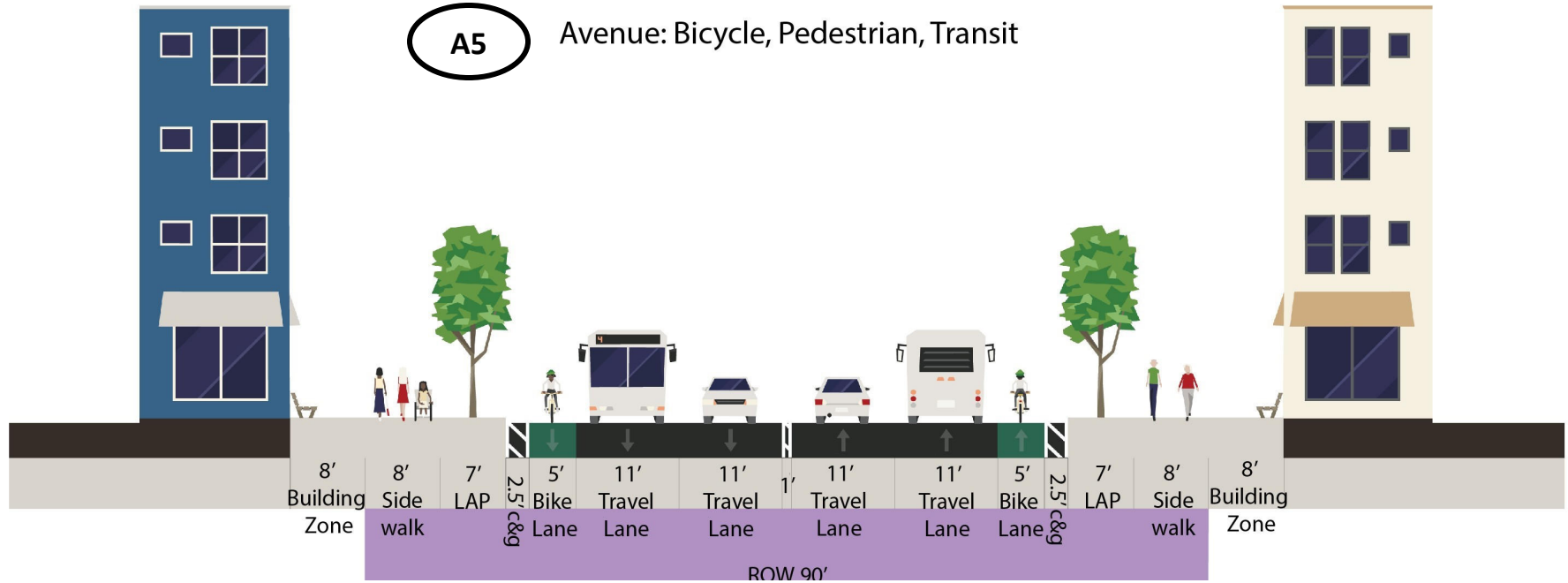
Avenue: Bicycle, Pedestrian, Transit, Median





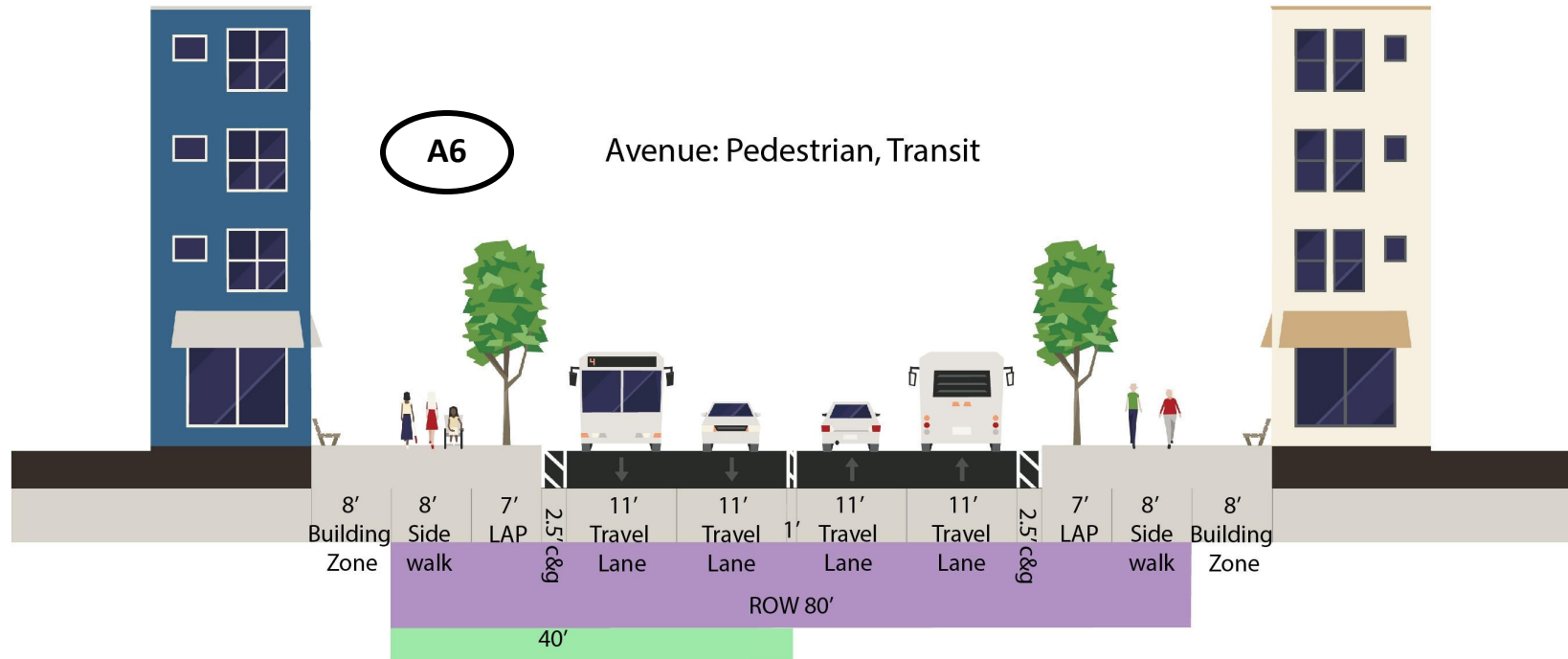
A5

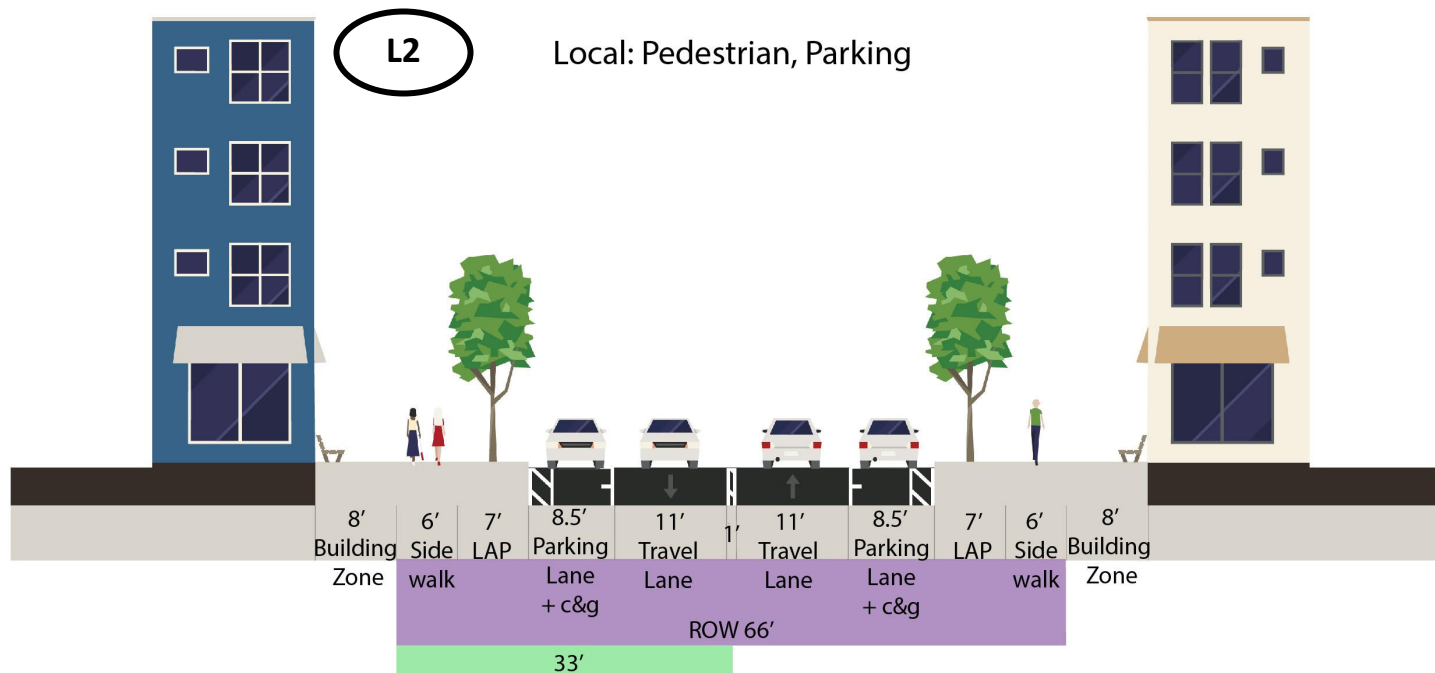
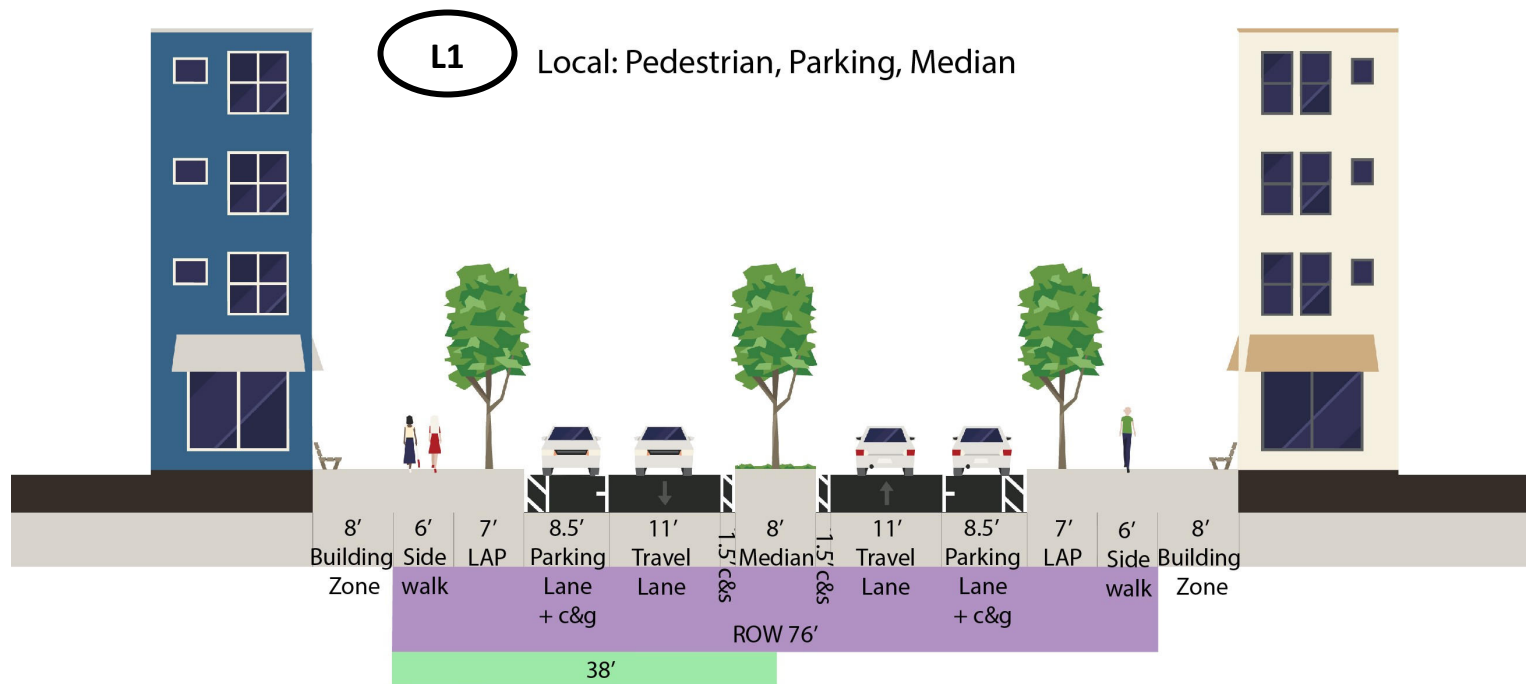
Avenue: Bicycle, Pedestrian, Transit

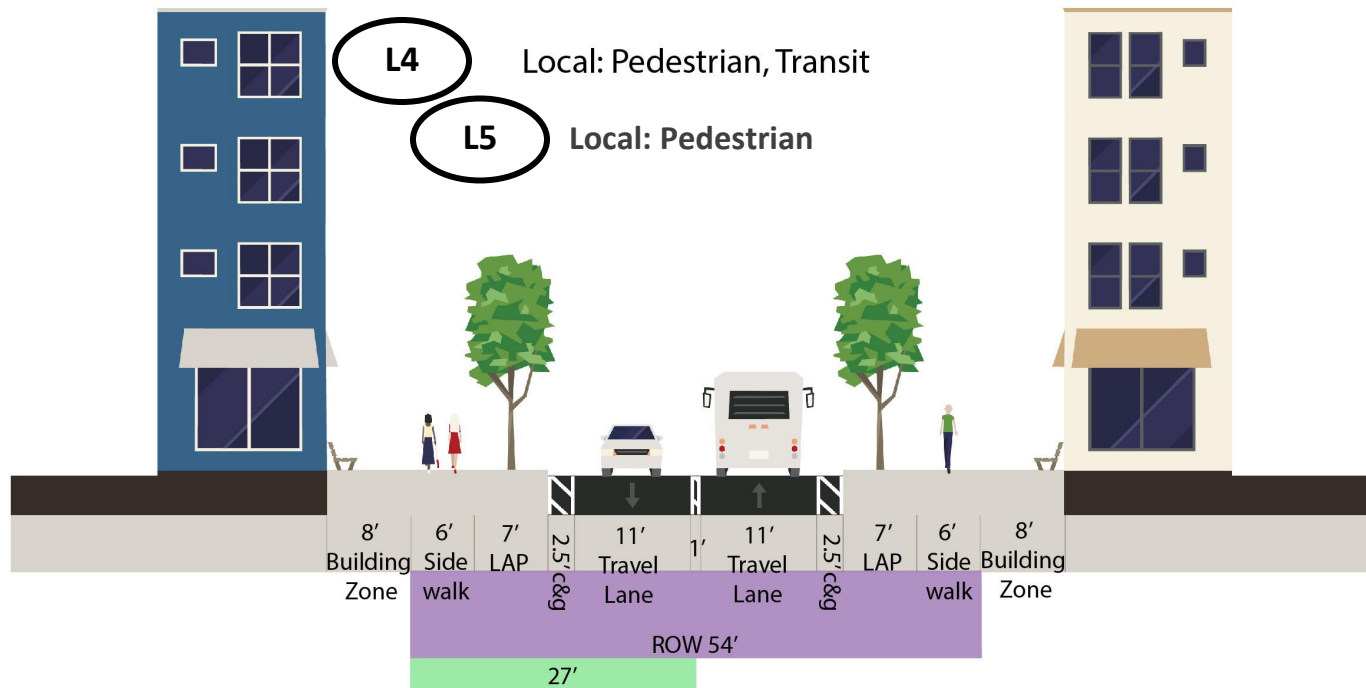
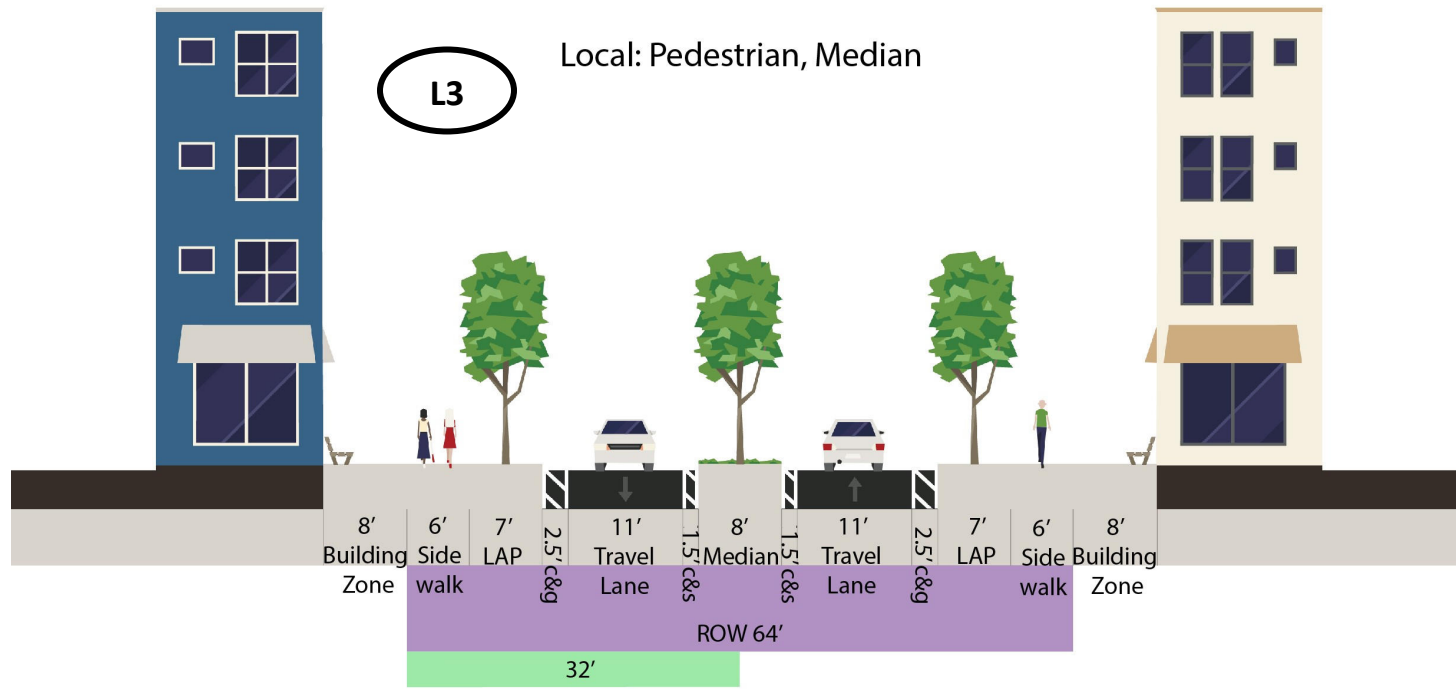


A6

Avenue: Pedestrian, Transit







Appendix II: DRAFT Waiver Form

In some cases, the optimal cross sections require a significant amount of right-of-way for the roadways and streetscape dimension or there are existing site constraints that would limit the dimensions for these elements. If these standards could not be met, a waiver will be required. This draft form was created based on the cover sheet provided on Tysons street standards waivers currently submitted by developers/land owners.

To: _____ Date:
District L & D Engineer
From: _____ Funding Source:
Project Designer

State Project Number: _____ Federal Project Number: _____

County/City: _____ District: _____

Project Description/Locality Project Number:
From: _____ UPC: _____
To: _____

VDOT Functional Classification: _____

Multimodal Corridor Type: _____

VDOT Optimal Standard: _____ VDOT Minimum Standard: _____

Sidewalk Element	<input type="checkbox"/>	Turning Radius	<input type="checkbox"/>
Bicycle Element		(Effective and Actual)	
Travel Lane Element	<input type="checkbox"/>	Intersection Sight Distance	
Parking Element			
Amenity Element			

LOCATION AND
DESIGN/STRUCTURE & BRIDGE
DESIGN WAIVER REQUEST
FOR MULTIMODAL DESIGN STANDARDS FOR

by: MIXED-USE URBAN CENTERS

Date: _____

(See IIM-LD-227 for additional
instructions)

cc:

A Design Waiver is requested for the following:

Other

Design Waiver request must address the following:

- Established design criteria versus proposed and existing criteria
- Reason the appropriate design criteria cannot be met
- Justification for the proposed criteria
- Any background information which documents, supports or justifies the request
- Any mitigation that will be provided to further support or justify the request
- Cost to meet standard versus project cost

Attach all supporting documentation to this exhibit including

crash history (past three years).

Recommend for Approval by:

Date:

LD-452

(2-24-17)

Drop-down Selection

District L & D Engineer

Appropriate Assistant State Location and Design Engineer
Project Manager
State Geometric Design Engineer
Transportation Land Use Director
District Planner

